

**REMARKS**

Claims 2-4 remain pending. Claim 1 is canceled herein without prejudice or disclaimer to the subject matter thereof.

**Claim Objections:**

Claims 1-4 are objected to due to minor informalities.

Claim 1 has been canceled without prejudice or disclaimer to the subject matter thereof. Therefore, objection to this claim is rendered moot.

Claims 2-4 have been amended, as needed, to overcome this objection. The careful attention the Examiner has paid to the claimed invention is appreciated.

**Rejection Under 35 U.S.C. §103:**

Claims 1 and 2 are rejected under 35 U.S.C. §103(a) as being unpatentable over **Yamazaki et al. (U.S. Patent No. 6,032,753)** in view of **Cullen et al. (U.S. Patent No. 5,414,994)**.

Claim 1 has been canceled without prejudice or disclaimer to the subject matter thereof. Therefore, objection to this claim is rendered moot.

Claim 2 has been substantially amended to further pinpoint the already patentably distinguishable claimed invention from the applied prior art. Reconsideration and withdrawal of this rejection are respectfully requested.

Claims 3 and 4 are rejected under 35 U.S.C. §103(a) as being unpatentable over **Yamazaki et al. (U.S. Patent No. 6,032,753)** in view of **Cullen et al. (U.S. Patent No. 5,414,994)**, and further in view of **Kiuchi et al. (U.S. Patent No. 5,751,137)**.

Claim 1 has been canceled without prejudice or disclaimer to the subject matter thereof. Therefore, objection to this claim is rendered moot.

Claim 2 has been substantially amended to further pinpoint the already patentably distinguishable claimed invention from the applied prior art. Claims 3-4 being dependent upon a new and different based claim that is believed to be in condition for allowance. By virtue of inherency, claims 3-4 also are also believed to be in condition for allowance. Reconsideration and withdrawal of this rejection are respectfully requested.

**CONCLUSION**

The claims have been amended in order to more particularly point out and distinctly claim the subject matter to which the applicant regards as the invention.

The above amendments are believed to place the claims in proper condition for examination. Early and favorable action is awaited.

Attached hereto is a marked-up version of the changes made to the claims by the current amendment. The attached page is captioned "**Version with markings to show changes made.**"

In the event that any fees are due in connection with this paper, please charge our Deposit Account No. 01-2340.

Respectfully Submitted,

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Enclosures: Version with markings to show changes made

**VERSION WITH MARKINGS TO SHOW CHANGES MADE (09/643,912)**

Please amend the claims as follows:

2. (Amended) A catalyst warming control apparatus for a hybrid vehicle having an internal combustion engine, a generator for generating electric power from the output from the internal combustion engine, a power storage unit for storing electric power generated by the generator, and an electric motor driven by the electric power stored in the power storage unit, the hybrid vehicle being driven by at least one of the outputs from the internal combustion engine and the motor, the catalyst warming control apparatus comprising:

a temperature detector for detecting the temperature of a catalyst or a value relating to the same, wherein the value relating to the same includes the temperature of vehicle cooling water;

a first comparison circuit for comparing the detected result from the temperature detector with a preset first reference value;

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Yamazaki  
+ Cullen  
a control circuit for allowing the generator to generate electric power and to store the power in the power storage unit when the internal combustion engine is driven, and when the detected result by the temperature detector is equal to or below the first reference value according to the output from the comparison circuit;

[A catalyst warming control apparatus according to claim 1, further comprising:]

a remaining charge detector for detecting a remaining charge of the power storage unit or a value relating to the same; and

a second comparison circuit for comparing the detected result from the remaining charge detector with a preset second reference value relating to the remaining charge, wherein

the control circuit drives the vehicle by the output from the internal combustion engine, and allows the generator to generate electric power and to store the power in the power storage unit, <sup>first</sup> when the detected result from the temperature detector is equal to or below the reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is equal to or below the second reference value relating to the remaining charge according to the output from the second comparison circuit.

3. (Amended) A catalyst warming control apparatus for a hybrid vehicle having an internal combustion engine, a generator for generating electric power from the output from the internal combustion engine, a power storage unit for storing electric power generated by the generator, and an electric motor driven by the electric power stored in the power storage unit, the hybrid vehicle being driven by at least one of the outputs from the internal combustion engine and the motor, the catalyst warming control apparatus comprising:

a temperature detector for detecting the temperature of a catalyst or a value relating to the same, wherein the value relating to the same includes the temperature of vehicle cooling water;

a first comparison circuit for comparing the detected result from the temperature detector with a preset first reference value;

a control circuit for allowing the generator to generate electric power and to store the power in the power storage unit when the internal combustion engine is driven, and when the detected result by the temperature detector is equal to or below the first reference value according to the output from

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the comparison circuit:

[A catalyst warming control apparatus according to claim 1, further comprising:]

a remaining charge detector for detecting a remaining charge of the power storage unit or a value relating to the same; and

a second comparison circuit for comparing the detected result from the remaining charge detector with a preset second reference value relating to the remaining charge, wherein

the control circuit allows the generator to generate electric power, and drives the vehicle by the generated electric power and stores electric power, when the detected result from the temperature detector is equal to or below the first reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is above the second reference value relating to the remaining charge according to the output from the second comparison circuit.

4. (Amended) A catalyst warming control apparatus according to claim 2, wherein the control circuit allows the generator to generate electric power, and drives the vehicle by the motor, when the detected result from the temperature detector is equal to or below the first reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is above the second reference value relating to the remaining charge according to the output from the second comparison circuit.

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